



MEMORANDUM

TO: Andrew Moore, Case Manager
Planning and Zoning Department

CC: Members of the Zoning and Platting Commission
Leslie Pollack, P.E., PTOE, HDR Engineering

FROM: Scott A. James, P.E., PTOE
Amanda Couch, DSD/Transportation Review

DATE: January 22, 2016

SUBJECT: Traffic Impact Analysis for Lenox Oaks (Nassour Tract)
Zoning Case No. C14-2015-0104

Section 25-6-113 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site is located in south central Austin, bounded by US Hwy 183 and Ponca Street. The anticipated build out year for this development is 2020.

Roadways

US Highway 183 near the vicinity of the site is a six lane divided major arterial roadway with a posted speed limit of 55 mph.

Thompson Lane is a two lane local street in the vicinity of the site with connection to US Hwy 183. The speed limit is 25 mph.

Montopolis Drive is a four lane major arterial roadway with a posted speed limit of 35 mph in the vicinity of its intersection with Ponca Street. Sidewalks are along both sides of Montopolis Drive approaching its intersection with Ponca Street.

Ponca Street is a local two lane street with a posted speed limit of 25 mph and a school zone speed limit of 20 mph in the immediate vicinity of Allison Elementary School. There are sidewalks provided along one side. Ponca Street operates as one-way between Vargas Road and Valdez Street in front of Allison Elementary School.

Vargas Road is a local two lane street with a posted speed limit of 25 mph and a school zone speed limit of 20 mph in the immediate vicinity of Allison Elementary School. There is on street parking and sidewalks along both sides of Vargas Street. The roadway is shown on the City of Austin Bicycle Map as "medium comfort."

Valdez Street and Felix Avenue are two lane local streets in the vicinity of the site. The posted speed limit is 25 mph.

Trip Generation and Traffic Analysis

Based on the ITE publication Trip Generation, 9th Edition, the 360 apartment dwelling units (land use code 220) proposed, in combination with the approximately 4500 square feet of fast food restaurant (land use code 934), and the approximately 10,000 SF of shopping center (land use 820) will generate an estimated 6,508 additional vehicle trips per day (vpd). Table 1 below provides the unadjusted trip generation for the apartments and retail development proposed.

Table 1 – Trip Generation (unadjusted)		
Land Use	Size	Trip Generation
Multi-family/Apartments	360 du	2305
Shopping Center	10,000 SF	1520
Fast food restaurant w/ drive-thru	4,500 SF	2233
Total trips		6058*

* This estimated number of trips is adjusted to 4,417 estimated daily trips after approved reductions and trip credits for existing development are taken into account.

Site traffic is expected to use US Highway 183, Montopolis Drive and West Vargas Road to access the site. The trip distribution percentages assign the majority of the generated trips to US Highway 183. Table 2 represents the expected distribution of the site generated trips:

Table 2 – Trip Distribution	
Street Name	Traffic Percentage
North US 183	43%
South US 183	44%
East Montopolis Drive	5%
West Montopolis Drive	5%
West Vargas Road	3%

Recommendations

1. Applicant is to dedicate and construct the extension of Ponca Street to stub out at the eastern property line to facilitate connectivity to the site and for future connection.
2. Applicant to provide complete sidewalk connection along both sides of Ponca Street for improved pedestrian access to and from the site, including ADA compliant ramps and crosswalks for intersections. Sidewalk improvements shall be built to City of Austin Standards. Exact locations and limits shall be determined at the time of site plan and shall be reviewed by the Austin Transportation Department.
3. Applicant to obtain approval from TxDOT for the proposed point of access along frontage of US 183.
4. Applicant to provide for a north/ south pedestrian and bicycle trail to connect the proposed 183 Tollway Trail to the north and the Montopolis Tributary Trail Network to the south. The trail shall be built to City of Austin standards and shall be recorded in a public access easement. Exact locations and dimensions shall be determined at the time of site plan and shall be reviewed by the Urban Trails Division.

5. A cost estimate for all of the recommended improvements must be sealed by a licensed professional engineer. This development will be required to mitigate all identified impact due to increased traffic accessing the site and the applicant must post its pro-rata share of the recommended improvements, unless the improvement is fully funded. A table identifying the participation of the applicant will be established in the final version of the TIA.
 6. Applicant to provide a revised TIA to incorporate the above recommendations.
 7. Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document, including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
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If you have any questions or require additional information, please contact me (512) 974 - 2208.



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